

Pre-Application Advice

Residential Land Use:

- The proposed development would introduce residential floorspace to the site resulting in a total of 7 no. flats. This would be in general accordance with the growth principles of Policies GG2 and GG4 of the London Plan, making effective use of a brownfield site to increase the supply of housing in the borough.
- The site has a PTAL of 2 (relatively poor). However, officers acknowledge that the site lies within approximately 150m of Eastcote Underground Station and is relatively well served by bus routes. It is recognised that increasing the delivery of residential uses within and around town centre boundaries should be supported, as this helps to create walkable neighbourhoods and reduce reliance on the private car.

Loss of Employment Floorspace:

- Policy DME3 (Office Development) identifies preferred locations for new office development. It also states that proposals involving the loss of office floorspace in preferred locations for office growth should include information to demonstrate that the site has been actively marketed for two years, that the site is no longer viable for office use, taking account of the potential for internal and external refurbishment, and surrounding employment uses will not be undermined. Part D of the policy also requires proposals involving the loss of office floorspace within designated town centres to be supported by evidence of continuous vacancy and marketing over a 12-month period.

Planning Application Response

- While there has been development in changes to the external and internal design, a proposal of 7 No. flats has been maintained.
- Site is within PTAL 2 and as mentioned lies within close proximity to both public bus routes and the underground station. With this and points raised in later sections the proposal is now a car free scheme. (Continues in sections, Landscaping and Car and Cycle.)
- The application has since received permitted development for class use change from class E to class C3.



Pre-Application Response (ABOVE)
78364/PRC/2023/185

Conex House, 148 FIELD END ROAD

'Demolition of existing building and redevelopment of site to provide a part 3, part 4 storey residential building.'

Permitted Development Consent
78364/APP/2024/1341

'Conversion of commercial space (Class E) to residential accommodation (Class C3) comprising 4 x 1 bed and 1 x 2 bed flats with associated car parking, cycle parking and refuse storage (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).'

Pre-Application Advice

Assessment:

Layout

- The proposed change of front building line from perpendicular to diagonal could potentially be supported, but only if it produces a positive, contextually responsive elevation. (Please see the appearance related issues and recommendations in the summary which should be read together with this comment.)

Height/Scale:

- The proposed height and scale are broadly supported.
- The proposed massing, specifically the front elevation and the rooftop extension, require more work. (Please refer to comments in summary, layout, and appearance for further advice.)

Appearance:

- The proposed front elevation (including rooftop treatment) is not supported.
- Excessive amounts of metal cladding would not be supported as it would not be in keeping with the valued features along Field End Road and would detract from the residential character of the proposed development. There may be the need for some architectural articulation to the openings, fenestration, entrance, or some banding, subject to new proposed appearance arrangement and articulation.
- The rear elevation should follow the changes to the appearance and tie in with the character of the front elevation as far as possible.

Planning Application Response

- The proposal has been developed and in particular changes to the massing and look of the front elevation, removing the upper floors central massing. (Discussed further in section 'Layout' and 'Appearance'.)
- The height and scale of the proposed development has been reduced in height and within the scale setout at pre application, with the roof top extension being developed.
- Development in massing and materials has provided a change in the front elevation that draws inspiration from local context, from massing to materials.
- Metal cladding from the pre application has been omitted from the design following the development above. We have replaced this with a reduced amount of timber panelling and brick detailing (herringbone brick and soldier course) taken from local context.
- All development made to the front massing and materials has been considered when developing the rear elevation and layouts to insure a seamless design.



Pre-Application Response (ABOVE)
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PRE-APPLICATION RESPONSES

Pre-Application Advice

Assessment:

Appearance:

- The applicant is strongly recommended to consider metal railings for the balconies. Glass balconies are not considered to be a valued feature in the area / along the high street and would fail to provide adequate privacy for the apartment residents.
- Brick should be the principal choice of material for the building. Some soldier coursing could enhance the proposed appearance and help create visual interest, which would be welcomed. Cues from the building opposite could be referenced in the detailing for additional visual interest, for instance herringbone brick bond pattern work and flat segmental arches above windows. Render could work provided this is used to a limited extent and does not dominate the building. Officers consider a fully brick faced building with contemporary materials for fenestration, etc as 'flourishes' would create a well-composed building, complementary to, but not mimicking, the two neighbouring buildings.
- The applicant is advised to submit more information on the proposed materiality palette for the scheme, clearly outlining the proposed materials and indicating where on the elevation these would be seen. Powder-coated aluminium fenestration is broadly supported.
- Officers would also like the proposed type of brick and mortar to be agreed in principle (e.g. colour, variation, type).

Planning Application Response

- The proposal (also mentioned in material section and design precedent pages) now has black metal railings in keeping with local context.
- With the removal of the metal cladding and massing changes, brick now portrays as the primary choice of material. To generate more interest there is a proposal of brick detailing, herringbone bond pattern work and brick pillars. Further development towards brick and these design choices has led to the removal of all render on the proposal, generating a clean contemporary look.
- Refer to both drawings 0562-PL-221-0 and 0562-PL-222-0 along with the proposed material section for visual appearance notes and products.
- Refer to the proposed material section for visual appearance notes and selected products in principle.



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Pre-Application Advice**Assessment:**

- Please also clarify the materials and colours for: Parapet/RWP accessories/soffits/any intake/exhaust vents
- Given the three-dimensional nature of the proposed facade geometry, the applicant should submit short and medium street views of the proposed scheme as seen from south and north of Field End Road.
- It is unclear whether any vents or exhausts would be required as part of the ventilation (e.g. mechanical ventilation). The ventilation strategy is unclear, and effects of air and noise pollution from Field End Road as a major traffic connector in the area are unclear (impacts on appearance) - applicant to clarify / confirm.
- It is also unclear if all plant required as part of the development has already been incorporated into the proposal (impacts on appearance) - applicant to clarify / confirm.

Landscape/Forecourt:

- Overall design of the forecourt is not supported as it:
 - does not provide a positive frontage onto Field End Road, a valued local high street, part of a wider area considered to be of high-quality character.
 - does not incorporate trees and sufficient uplift in greening.
 - is potentially excessively overtaken by car-parking given its location along a local high street and a key major thorough-fare (highly publicly visible area in the borough).
 - there is no landscaping strategy, and no landscaping details or principles are demonstrated as part of the proposal.

Planning Application Response

- Refer to drawing 0562-PL-221-0 and proposed material section for notation regarding materials and colours of features in question.
- A short and medium views approaching the site from the North as well as short and medium views approaching the site from the South of Field End Road have been provided.
- Mechanical extracts local to the flats and terminations will be in flush brick air vents to brick work and flush powder coated aluminium vents elsewhere.
- Mechanical electrical services will be provided locally to each unit.
- With the councils preference for this to be a car free site, there has been development of the forecourt and rear space to improve the site frontage, landscaping and rear amenity spaces. A landscaping scheme has also been provided.



Pre-Application Response (ABOVE)
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Pre-Application Advice

Assessment:

- The proposed landscape and appearance are not supported.
- The applicant is encouraged to explore:
 - a simplified front elevation, utilising a simple playful balance of solids and voids.
 - utilising integrated balconies instead of projecting ones.
 - a more horizontal facade articulation, complementing the prevailing rhythm of the elevations along Field End Road.
 - articulating a more prominent and legible / celebrated entrance (including address signage)
 - making the stairwell transparent, allowing daylight and potentially ventilation, adding animation and visual interest to the elevation.
 - providing access directly from the street and frontages for the ground floor dwellings.
 - utilising a family of architectural articulation details, including brick coursing, parapet embellishment / detail.
 - introducing a FOB key gateway for the undercroft alleyway to ensure it is safe and secure and avoids ASB and potential for crime.

Planning Application Response

- Landscaping scheme has been submitted along side application. There has been a development of the proposals appearance.
- With the development of the front elevation the balconies no longer extrude from the building but now are part of the building with an architectural play on visual voids.
- Horizontal design has been exaggerated with the removal of central massing connecting the front balconies.
- The car free proposal and development of the site forecourt with a landscaping scheme provides a welcoming, green and accessible entrance to the building (This includes address signage).
- The stairwell has been set back into the design through the development of the front elevation. Natural light has been provided with external opening on both the ground floor and fourth floor.
- On the front elevation (0562-PL-221-0) a FOB key gate to the ground floor for access to the rear of the site has been proposed. (Metal Gate Lock With Back To Back Free Turning Lever ECP Keypads & Trigger Release Deadbolt.)



Pre-Application Response (ABOVE) 78364/PRC/2023/185

Conex House, 148 FIELD END ROAD

'Demolition of existing building and redevelopment of site to provide a part 3, part 4 storey residential building.'

Permitted Development Consent 78364/APP/2024/1341

'Conversion of commercial space (Class E) to residential accommodation (Class C3) comprising 4 x 1 bed and 1 x 2 bed flats with associated car parking, cycle parking and refuse storage (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).'

Pre-Application Advice**Assessment:
Amenity**

- The proposed building would largely follow the existing footprint with a slight increase in the building line to the rear (west) from that as existing. It is not considered that the proposed windows to the rear elevation would result in a materially adverse relationship with each neighbouring residential flatted development at No's 146 and 150 Field End Road in terms of loss of outlook, light and privacy.
- Consideration should be given to including privacy screens to amenity areas to ensure that overlooking would not occur directly into neighbouring habitable room windows.

**Highways
Car & Cycle Parking:**

- Whilst the proposed car parking is technically policy compliant, there is, nevertheless, the case for any residential development on this site to be car-free given the town-centre location and ready access to modes of public transport. In consideration of the opportunity to improve the site frontage and incorporate a meaningful and impactful soft and hard landscaping scheme so as to make a positive contribution to the streetscene, the requirement for a shared function to the front should be revisited. For this and the wider sustainability agenda, car-free development would be the Council's preference for this site.

Planning Application Response

- With regards to the rear elevation and small changes made, the proposed windows and relationship with neighbouring buildings to No. 146 and 150 Field End Road remain similar to the windows proposed at pre application. This as a result would not cause a loss of outlook, light and privacy.
- Strategical landscaping and private amenity boundary treatments provide a privacy screen to insure there is no overlooking into habitable areas on both ground floor and upper floors.
- The proposal is now a car free scheme, due to close proximity to bus routes and London Underground station. This has allowed further development of the forecourt to provide better green spaces, improve cycle and refuse stores.



Pre-Application Response (ABOVE)
78364/PRC/2023/185

Conex House, 148 FIELD END ROAD

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Pre-Application Advice

Assessment:

Highways

Car & Cycle Parking:

- The Hillingdon Local Plan requires 1no. cycle parking space per 1 or 2-bedroom units, whilst the London Plan requires a total of 1.5no. long stay cycle parking spaces per 1-bedroom, 2-person dwelling and 2no. long stay spaces for all other dwellings. Transferring this requirement to the preapplication proposals, equates to a required minimum cycle space provision of 7no. spaces according to local policy and 12no. spaces according to London Plan policy.
- The submitted proposed site plan shows that a total of 12no. cycle parking spaces would be provided, across two locations within the site. Two Sheffield Stands (4no. spaces) are shown to be provided within the building forecourt, whilst four two-tier stands (8no. spaces) will be provided to the rear of the building.
- The proposed quantum of cycle spaces would be policy compliant.
- However, the applicant is advised that the proposed two-tier cycle storage systems are typically not supported by officers and are considered unsuitable for new residential developments, as many of these styles are difficult to use when bicycles are fitted with baskets and child seats, and usually require lifting. This can be difficult for the less able or those with heavy bicycles. Therefore, the applicant is advised to review this element of the proposed scheme and revise the rear cycle storage to Sheffield stands or similar.

Planning Application Response

- Two-tier cycle storage has been removed with 12 sheffield cycle parking spaces to be provided to the front of site, please see Landscaping scheme for layout and examples of cycle shelters.



Pre-Application Response (ABOVE) 78364/PRC/2023/185

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Pre-Application Advice

Assessment:

Highways

Car & Cycle Parking:

- Additionally, officers remain to be convinced that the proposed siting of the cycle stores to the front in proximity to the car parking spaces would be practical, specifically when the car parking spaces are occupied by vehicles. The layout should be reconfigured to allow for unimpeded transfer of cycles to/from the store in order to promote usage amongst future residents.
- Any formal planning application would be expected to include design and materiality details of bicycle storage in the form of a dedicated enclosure(s).

Operational Refuse/Recycling Requirements

- In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste bin storage is positioned at a collection point within this set distance. In addition, the maximum carrying distance from each flat should not exceed 30m.
- A secure and covered bin store is shown on the submitted site plan to be positioned along the building's northern boundary and will provide space for 2no. 660L Eurobins, with bins split into one for recycling and one for general waste. This is generally considered acceptable.
- Any forthcoming formal planning application should specify capacity and materiality details of the proposed refuse/recycling enclosure and clearly identify this on plans.

Planning Application Response

- The landscaping scheme that has been submitted along side the design and access statement shows the proposal of 12 sheffield cycle stores and the easy access to and from the cycle store to encourage use.
- Refer to landscaping scheme and drawing 0562-PL-210-0 for cycle store locations and bespoke examples.
- Refer to landscaping scheme and drawing 0562-PL-210-0, for refuse store location and materiality notation.



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PRE-APPLICATION RESPONSES

Pre-Application Advice

Other
Housing Mix

- The proposal seeks to create 3no. x 2-bed units and 4no. x 1-bed units. The proposed housing mix is broadly considered to be acceptable in this town centre location.
- However, the applicant is made aware that the provision of a 3-bed (family sized unit) would be looked at favourably by officers and would weigh in favour of the scheme in the planning balance at formal planning application stage, given that there is a specific identified need for additional family sized homes across the Borough.
- During the course of the meeting, it was suggested that a 3-bed unit could possibly be achieved at roof level, subject to reworking of the design and slight shifting forward of the building line. This would be welcomed.
- The minimum space standards for the unit sizes proposed as part of this development are set out as follows:
 - 1-bed, 2-person unit (50sqm); and
 - 2-bed, 4-person unit (70sqm)
- The proposed flats would all exceed the minimum internal space standards. The layout of the proposed units is broadly considered to be acceptable and fit for purpose. The accommodation would provide residents with habitable rooms which have access to outlook and natural light, being dual aspect.

Planning Application Response

- Proposed scheme is for 4x1 bed, 2x2 bed and 1x3 bed units .
- The reworking of both the fourth floor and front elevation changes has allowed an internal layout change to provide a 3 bed unit on the fourth floor.
- All space standards for each unit type meets and where possible exceeds the minimum space standards.
- All units will have habitable rooms with access to outlook and natural light, being dual aspect.


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Pre-Application Advice

Other Housing Mix

- The pre-application enquiry has not included details on the floor to ceiling heights. The applicant is advised that at least 2.5m is expected for 75% of each dwelling.
- In terms of external amenity space, 20sqm of amenity space should be provided for 1-bed flats and 25sqm of amenity space should be provided for 2-bed flats. It would be expected that all units at least meet the London Plan external amenity space requirements, with any combined shortfall against the Hillingdon Plan standards be instead provided as communal amenity space, if it cannot be provided for individual flats.
- The total combined amenity space provision expected would be 155sqm, based on the unit mix of 4no. one-bedroom and 3no. two-bedroom flats. The total combined private amenity space provision (balconies) currently shown would be approximately 51sqm, representing a significant deficit against local policy expectation.
- The proposed flatted development should seek to provide high-quality private amenity space which would contribute in planning officers' assessment as to whether the living conditions of the future occupiers would be adequate. Officers would strongly suggest that the design/layout is reworked to explore the possibility to incorporate larger external amenity spaces.

Planning Application Response

- Drawing 0562-PL-231-0 and 0562-PL-232-0 provides details of proposals floor to ceiling heights, with all units on ground to third floor exceeding 2.5m in head height. Fourth floor provides a floor to ceiling height of 2.5m.
- With a car free proposal the developed scheme now provides additional communal amenity space to the forecourt and private amenity space to the rear of the site. This has increased the total m2, while the total still doesn't meet Hillingdon's Plan Standards the proposal exceeds the London Plans Standards and will optimise the site to allow for as much amenity space as the site can offer.



Pre-Application Response (ABOVE) 78364/PRC/2023/185

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PRE-APPLICATION RESPONSES

Pre-Application Advice**Accessible Housing**

- Planning applications should demonstrate how a development proposal for a new dwelling satisfies the functional and spatial provisions for wheelchair adaptable and/or wheelchair accessible housing.
- Floor plans submitted as part of a planning application should be at a scale of at least 1:100, and should include furnished planned layouts, and clearly demonstrate the access zones and other provisions as set out in Approved Document M to the Building Regulations.

Landscaping

- Any redevelopment would present an opportunity to enhance the site so as to positively contribute to the streetscene/public realm.
- Officers do not consider that the scheme put forward for consideration has adequately addressed matters of landscaping and public realm contribution. Further details would be expected at formal application stage, to include well-considered, meaningful / impactful soft landscaping and tree planting, and hard landscaping to include elements of front boundary treatment, surfacing and ancillary storage.

Planning Application Response

- Drawing 0562-PL-211-0 shows the ground floor Unit 1 as wheelchair accessible, the unit has been designed to meet all guidelines set out in Approved Document M. Refer to Proposed Inclusive Design Page for further information.
- Refer to Landscaping scheme submitted for proposals development of the front boundary, forecourt and rear amenity. The landscaping now provides a welcoming green frontage and strong central door contributing positively to the streetscape. The street views approaching the site show the proposals positive contribution towards providing more trees and a more meaningful landscape design on site.

**Pre-Application Response (ABOVE)**
78364/PRC/2023/185

Conex House, 148 FIELD END ROAD

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Existing: Approach From South of Field End Road (Short)



Proposed: Approach From South of Field End Road (Short)



Existing: Approach From South of Field End Road (Medium)



Proposed: Approach From South of Field End Road (Medium)



Existing: Approach From North of Field End Road (Short)



Proposed: Approach From North of Field End Road (Short)



Existing: Approach From North of Field End Road (Medium)



Proposed: Approach From North of Field End Road (Medium)



The proposals address all the site, statutory and heritage considerations previously identified.

The application incorporates permitted development consent and responds to the pre-application advice.

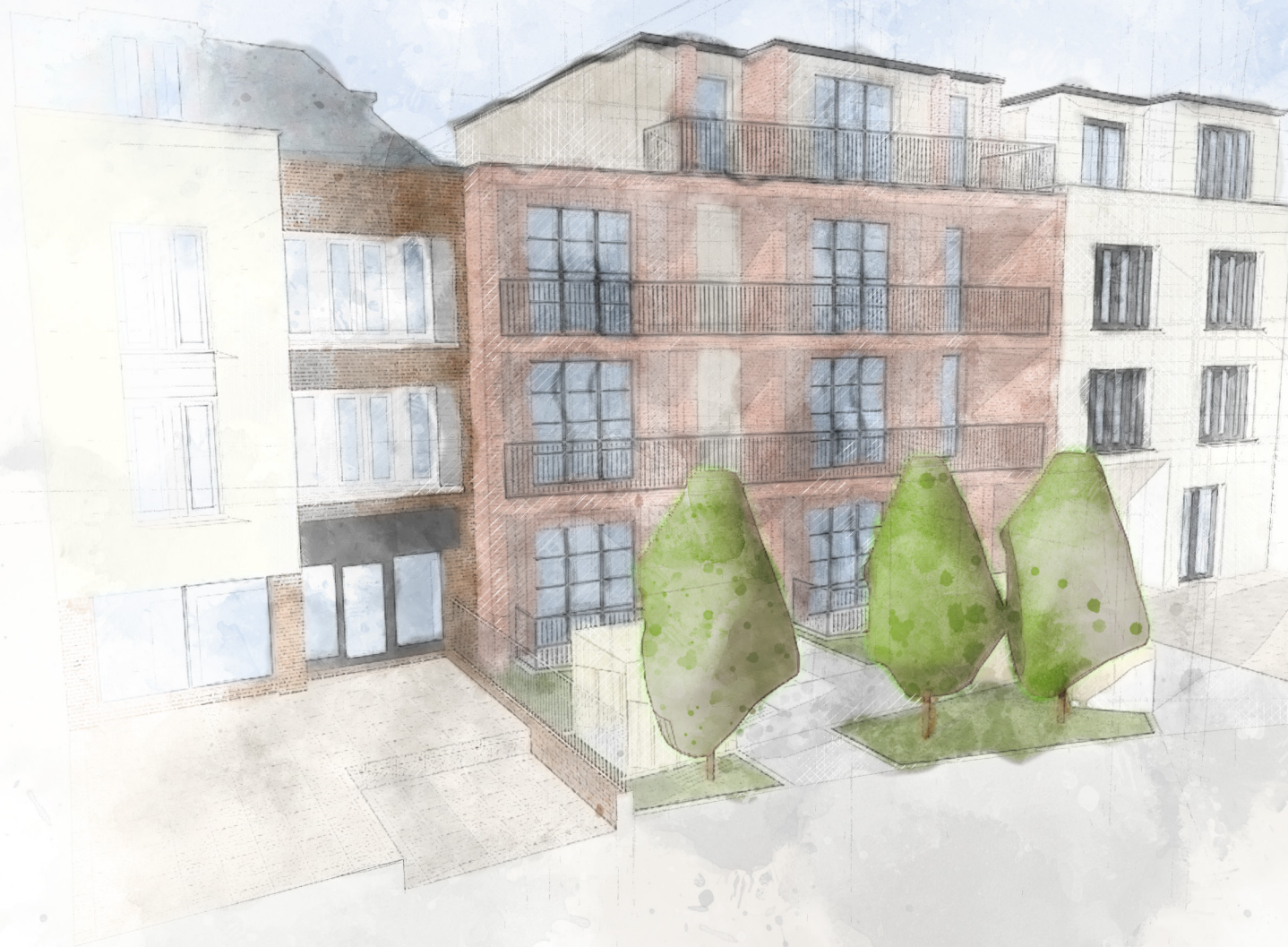
The proposals enhance the sustainability and maximises the potential of the site and local area. Therefore a presumption in favour of development applies.

The proposals make a positive contribution to local character and distinctiveness. Therefore the development should be treated favourably.

The proposals will comply with the latest requirements of Part M of The Building Regulations and therefore ensure inclusive access is provided.

The scale, form and detailing of the proposals have been carefully considered so as to be both attractive, functional and practical to build.

Urban Infill are delighted to recommend the application to the Local Authority for approval.





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